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10 February 1960

Dear Doc,

Rod, Jules and I have reviewed our flight test requirements and propose the following:

STATINTL

1. A U-2 at the [REDACTED] in about 4 months for one or two V/h sensor head package flights. This would permit comparison of alternate sensors.
2. A C-47 or similar plane about 1 May 1961 for 3 months. We would expect (roughly) a flight every two weeks, from a local airfield. This would permit personnel to accompany the payload system and observations could be made of the V/h command of the entire payload system, stabilization and vibration control, and quality of results without "seeing" limitations. These tests will greatly reduce later test requirements in the less available A-12. They will also aid development of suitable ground procedures.

It would be more valuable to use a KC-135 and/or RB-58 for some of the last flights in this phase, but if this is prohibitive, a few additional flights in the A-12 can be substituted.

3. The first A-12 for about three flights when first available for instrumentation. We require heat distribution, pressure, stability and vibration, and power supply regulation data on the Q-bay. This can probably be provided by the vehicle contractor from data they will collect anyway.

It is also believed necessary and possible to utilize a hatch with a window in these early flights, thus permitting evaluation of its thermal effectiveness.

4. An A-12 for payload system test for about six months commencing about 1 August 1961. Such tests would be run, initially, about once every two weeks. Such tests will evaluate heat distribution and influence, "seeing" limitations, tie-in to IGS and vehicle and eventually will maximize quality of results.

Any or all of us would welcome the opportunity to discuss this with you or others whenever convenient.

*Milt*  
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MDR:mb